

MUMEYA.
Japanese Photographers.
All kinds of Photographic
Work done in latest styles
also Passport Photos.
Developing and Printing for
Amateurs a Speciality.
No. 84, Queen's Road Central
Tel. 254.

The China Mail.

CORONA
The National Writing Machine
Fitted with either Pick or Elite Type.
Complete typewriter in
travelling case.
\$30.
ALEX. ROSS & CO.
Phone 1487.

May 30, 1919, Temperature 76.

ESTABLISHED 1845
Rainfall 0.68 inch.

Humidity 93.

May 30, 1919, Temperature 81

No. 17,477.

號十三月五年九十壹百九千壹英

HONGKONG, FRIDAY, MAY 30, 1919.

日二初月五未己大歲年八國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS



TELEPHONE 482.
INSPECTION INVITED.
BEST CARS IN THE COLONY FOR HIRE.



THE FINEST LIQUEURS.

OLD

BROWN BRANDY

25 YEARS IN WOOD.

Specially selected for

A. S. WATSON & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

Telephone No. 616.

NEWLY
ARRIVED

PIANOS

ROBINSON'S.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1/2" to 15"
CABLE LAID 6" to 18"
4 STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co. General Managers

TAILORS

Diss Bros

ALEXANDRA BUILDING, HONGKONG. TEL. No. 2943.

DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 634.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

VIEWS AND NEWS BY
"HAYAS."

PRINCIPLE OF INVIOABILITY
OF PRIVATE
PROPERTY IS SICKLY.

PARIS, May 26.

The opinion prevailing in Paris concerning recognition of General Kolchak's Government is focusing on the fact that Kolchak is the leader of a movement to establish law and order while Lenin is the embodiment of everything opposed to law and order. Therefore the civilized world has reaped a decided advantage from the decision of the Allied Powers to support Kolchak.

The indications are that the signature of the treaty of peace, the Conference may need two months more to end its labours, many questions having been left without receiving definite solution.

Private German property in the allied countries amounts to 13 milliards of francs. While the principle of the inviolability of private property is recognized by the Entente, it is intended to request the German government to seize the property of its citizens and then turn it over to the Allies as part payment of the indemnity.

Chao Ming Wang, now in Paris, has cabled to the United States Congress that while Prussianism is to be destroyed all over the world, the Entente and America has decided to perpetuate it in China in the interests of Japan. Either China's vast resources must eventually pass under Japan's domination or China must forthwith abandon the pursuits of peace and arm herself. In either case it would be a calamity.

Lieutenant Rogot of the French army flew from Paris to Rabat in Morocco, a distance of 1,375 miles, in 13 hours. This is claimed to be the best non stop flight on record.

"AS YE SOW, SO SHALL
YE REAP."

RUBBING IT IN TO GERMANY.

PARIS, May 23.

The Allied reply to Count Rantzau's Note on the economic effect of the peace treaty says the Note argues as if Germany had still to provide for a population of sixty-seven millions though her resources are diminished, whereas her population will be reduced by six millions owing to the transfer of non-German territories.

The Note complains of the surrender of merchant tonnage but does not mention the fact that a considerable portion of smaller tonnage is untouched, while the sacrifice of larger shipping is the inevitable and necessary penalty for her ruthless and lawless campaign against the world's merchant shipping.

The shipping which it is proposed to take constitutes less than a third of that war-torn destroyed. The Note emphasizes the deprivation of the eastern wheat and potato regions but fails to observe that nothing in the peace treaty prevents a continued production of these commodities and their importation into Germany.

More-over these regions lost none of their productivity owing to the ravages of war. They escaped the shocking fate dealt by the German army to Belgium, France, Poland, Russia, Rumania, and Serbia. There is nothing in the peace terms to prevent the importation of phosphates by Germany.

SAYS GERMANS WON'T SIGN.

WILL LET ALLIES RUN
COUNTRY.

LONDON, May 23.

The Daily News Berlin correspondent cables to-day that Herr Dernburg, interviewed, said Germany was willing to indemnify the Allies but unable to do so if she had not sufficient coal or if she were not given a chance for trading. Nor can she agree to the loss of the Saar region or Silesia. Germany won't resist but will allow the Allies to run the country. The whole government is unanimous in refusing to sign.

SILVER.

SINGAPORE, May 27.

Silver is quoted 51 1/2; the market is steady.

EMPIRE DAY AT HOME.

LONDON, May 24.

The principal ceremony in connection with the observance of Empire Day, which was the centenary of Victoria's birth, was the memorial service at Westminster Abbey for officers and men of the Overseas naval and military forces who fell in the war and the service of thanksgiving for the war's victorious conclusion. His Majesty the King, in the uniform of a field-marshal, Queen Mary, Queen Alexandra, the Prince of Wales, Connaught, and other royalties were in the crowded congregation, which also included the first lord of the admiralty and the secretary for war, Generals Wemyss, Birdwood, Currie, Byng, and other distinguished naval and military officers, Premier Massey and other overseas representatives.

LONDON, May 24.

The Guards Band played. In the course of his address the Archbishop of Canterbury eloquently dwelt on the war assistance rendered by the dominions and colonies to the Motherland. He said thousands of stalwart men who were in the springtime of their radiant manhood who had been our glory and our hope for the coming years on the fertile plains or mountain slopes of Canada or the vast lands under the Southern Cross, had unflinchingly laid down their lives that the world might be a better world and secured against high-handed wrong. The Archbishop stirring cry: "Let no man say henceforth that the colonies, the dominions, of these later years, have no history. When men tell in centuries to come of Gallipoli, Vim Ridge, Villers Bretonneux, and Ypres, it will be for the indomitable prowess and selfless devotion of the men of Canada, Australia, New Zealand, South Africa, and Newfoundland that they again and yet again thank God.

The service concluded with the recessional, national anthem, last post and reveille.

Their Majesties subsequently attended a concert in Hyde Park by an imperial choir of ten thousand voices and massed Guards bands under the conductorship of Doctor Charles Harris. There was a thanksgiving service at evening in Saint Paul's to which boys brigades and scouts and girl guides marched past the Duchess of Argyll who was supported by leading overseas generals at the saluting base, outside the cathedral where 64 flags of empire were grouped.

A great moment of the empire day celebration was when a crowd of a quarter million in Hyde Park sang "God save the king." It was subsequently a wonderfully spontaneous manifestation of loyalty when the choir concluded its programme of hymns, national songs of Scotland, Ireland, and Wales, that an insistent demand for the King arose from the crowd and when his Majesty mounted the conductor's rostrum and acknowledged its greetings the multitude sang "jolly good fellow."

COUNTY CRICKET.

LONDON, May 24.

Gloucestershire beat Sussex by 24 runs.

MISSING AIRMEN.

HOPE ABANDONED.

LONDON, May 24.

The Admiralty reports that the destroyers returned after a thorough search of the west Irish coast for three hundred miles into the Atlantic for Hawker and Grieve. There was no trace and hope is abandoned.

TERMS FOR AUSTRIA.

PARIS, May 24.

The treaty for Austria will probably be presented on May 28. They will stipulate for a reduction of the army to 15,000 men, for the surrender or destruction of practically all military supplies; the abolition of further military production, and naval terms similarly sweeping.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

HAWKER SAFE.

LONDON, May 25.

Lloyd's Signal Station on the Butt of Lewis telegraphed this morning at 8.25 as follows:
Danish steamer Mary passing E. signalled "Saved hands Sopwith aeroplane."

The Station signalled: "Is it Hawker?"

The Steamer replied "Yes."

The Admiralty announces that it got this at 11 this morning, and adds that an attempt will be made to intercept the Mary as she passes the North of Scotland, in order to verify the report.

Lloyd's stated earlier that both Hawker and Grieve were on the Mary and bound for New Orleans. In recognition of the determined nature of the effort made by Hawker and Grieve to cross the Atlantic, the Daily Mail is awarding for division between them a consolation prize of \$5,000.

LATEST

The Admiralty report the safe arrival of Hawker and Grieve on board the Revenge. They were to enrain London on the 26th. They were picked up in lat. 50.20, long. 29.30, having come down close to the steamer owing to engine trouble. The aeroplane was not saved.

ROYAL COLONIAL INSTITUTE.

VERY ROYALIST SPEECHES.

LONDON, May 24.

At the jubilee dinner of the Royal Colonial Institute the Duke of Connaught presided. The guests included Sir Gangadhar Bikanir, Lord Crewe, Mr. Bryce, Admiral Wemyss, the Dominion representatives, General Currie and Birdwood. Mr. Massey, Premier of New Zealand, proposed the toast of the royal family, and dwelt on the great sympathy shown in wartime by the royal house with the whole empire, which had it possible, increasingly endeared them to the whole empire. He dwelt specially on the work done by the native populations in the war, the noble work of India and the Maories of New Zealand. The native races of the empire were prepared as we to take their part in the war. He said the principal factor in the empire was the sovereign. Referring to the approaching visit of the Prince of Wales to Canada, he said he would get the welcome that British princes always received in the Dominions.

The Duke of Connaught proposed the toast of the Colonial Institute. He dwelt on the work of the institute in the past, and said in view of the work by all parts of the empire at war we must knit this feeling of comradeship in the future. They had outgrown the title of royal colonial institute and must extend their sphere.

Mr. Bryce proposed the toast of the United Empire. Mr. Perley, high commissioner for Canada, replied, followed by Maharaja Bikanir and Sir Hugh Clifford, the new governor of Nigeria. Mr. Bryce in dwelling on the need for drawing parts of the empire closer together expressed his delight at the approaching tour of the Prince of Wales and urged the necessity of a more frequent exchange of visits by public men of the dominions to the mother country.

Sir Hugh Clifford paid tribute to the fine work of British merchants in the Empire's tropical possessions, and emphasized the great value of the products of these possessions during the war. He said the British administrations were doing a work in these colonies and protectorates that was unparalleled in history, bringing the people from servitude to freedom. The first victory of the war was struck in Togoland by the Gold-Coast colony.

MISTAKEN INDIGNATION.

A lady, the other day, went by rail to a remote part of the country to do some painting. When she arrived at the station to go home, she was told that the last train had gone: so she turned to the porter and said: "Whatever shall I do, porter? I have no place to sleep."

"Well," replied the porter, "there's no houses for miles around, so the only thing I think you can do is to sleep in the booking-office with the clerk!"

"How dare you suggest such a thing," replied the lady, indignantly. "I'll have you to know that I'm a lady!"

"And so is the booking-clerk," rejoined the porter.

BUSINESS NOTICES

J. T. SHAW.

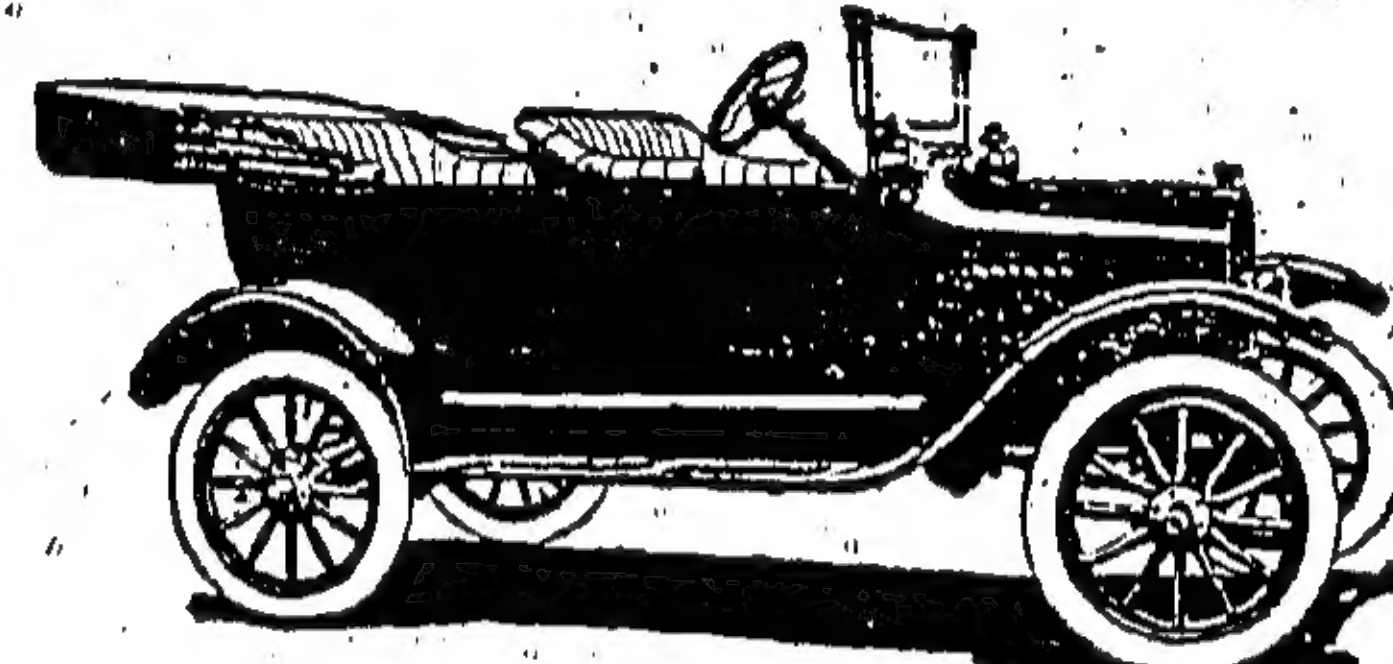
TAILOR, HABITMAKER

AND

OUTFITTER.

21, HONGKONG HOTEL BUILDING,
HONGKONG.

Ford



Five seater Touring Car, complete \$1,380
Two seater Roadster with rear Luggage compartment \$1,250
Ford truck chassis with extra long wheel base and two solid tyres, 3,000 lbs capacity \$1,800

ALL COMPLETE WITH ELECTRIC
LIGHTS & ELECTRIC HORN.

ALEX. ROSS & CO.,

4, Des Voeux Road Central.
Phone 2487.

"MOSQUITOL"

The Mosquito's Pet Aversion.
In Sprinkler Bottles 50 cts. 80 cts. & \$1.75

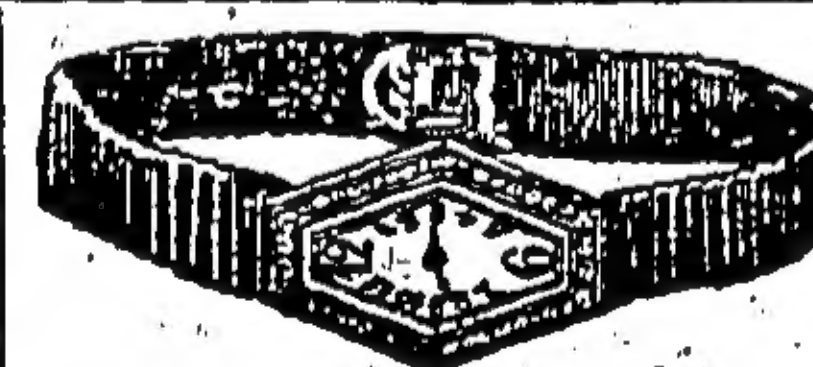
Prepared only by
(FLETCHER & CO., LTD.)

THE PHARMACY

Tel. 345.

22, Queen's Road Central.

Tel. 345.



WRIST WATCHES

QUALITY-VARIETY-PERFECTION.

J. ULLMANN & CO.,

QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

統 The Wing On Co. 永安有限公司



辦寰球貨品

UNIVERSAL PROVIDERS

Most up-to-date and Cheapest House in Hongkong.
Address: DES VOEUX ROAD AND CONNAUGHT ROAD CENTRAL.
Telephone: Nos. 196 & 198

INTIMATIONS



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers.
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions.
A. 1 Telegraphic Code.

Telegraphic Address
"MERIDON" HONGKONG.

PUBLIC AUCTIONS

G. R.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from H. M. VICTUALLING STORE OFFICER, to sell by Public Auction,

on

SATURDAY,

May 31, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A Quantity of Flour,

do Rice,

do Beans,

do, &c.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers to the Admiralty.

Hongkong, May 27, 1919.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

SATURDAY,

May 31, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8, Des Vaux
Road, Corner of Ice House Street.

A Quantity of Useful Household

Furniture,

do, &c.

(Removed to Sales Rooms for

Convenience of sale),

And

Miscellaneous Goods.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 27, 1919.

(For Account of the Concerned),

on

SATURDAY,

May 31, 1919, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

One Motor Cycle and Side Car,

(Wolf-S. A. P. Engine),

in good running order.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

G. R.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from H. M. NAVAL STORE OFFICERS, to sell by Public Auction,

on

MONDAY,

June 2, 1919, commencing at 10 a.m.,
at H. M. NAVAL YARD, Hongkong.

Old and Surplus Naval Stores,

Comprising:—

2. Steam Winches, Steel Plate and
Armour, Old Iron, Masts, Casks, Wood,
Hawser Steel Wire, Crates Wood and
Firewood, &c.

Terms of Sale:—As detailed in

Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.

Hongkong, May 28, 1919.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

on

WEDNESDAY,

June 4, 1919, at 2.30 p.m.,
at The Army Service
Corps Boat Shed—A. S. C. Pier.

A number of bags of Parboiled
Gram, Parboiled rice, dried ginger
concentrated soap and
mutton essence

And

5 x 6 gallon casks Lime juice.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS, \$1. PREPAID.
Each additional 5 words 4 Cents.

WANTED.

ENGINEER FOR LOCAL WORKS.
Thorough shop training in
mechanical engineering and experience
in charge of steam plant essential.
Apply Box No. 1119 c/o "CHINA
MAIL."

WANTED.—OLD-ESTABLISHED
BRITISH FIRM requires fully
experienced Export man, capable of
taking charge of their Department.
Only those with first-class references
need apply. Write Box No. 1123, c/o
"CHINA MAIL."

LOST.

LOST.—From East Point, LIVER
COLOURED SPANIEL DOG,
brown paws and patch under tail.
Answers to the name of "PAN." Reward
to finder returning dog to JOHN
JOHNSTONE, JARDINE, MATHESON &
CO.

BOARD AND RESIDENCE.

BOARD and RESIDENCE, offered
in **CHUNG CHAU** for Summer
months. Apply Box 1126 c/o "CHINA
MAIL" Office.

PUBLIC AUCTIONS.

THE Undersigned have received instructions
to sell by Public Auction,
(For Account of the Concerned),

on

THURSDAY,

June 5, 1919, commencing at 2.30
p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A QUANTITY OF

USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,

Comprising:—

HOUSEHOLD LINENS.—Single and
Double Plain and Embroidered Sheets,
Pillow Cases, Double White Satin Quilts,
Linen Damask Serviettes, Glass Cloths,
Bath Towels, Face Towels, &c., &c.

DRAWNWORK.—Bedspreads, Pillow

Cases, Tray Cloths, &c., &c.

EMBROIDERIES.—Bedspreads, Table

Covers, Tea Cloths, Runners 16 by 64 in.

Also

A few lots of Suit Cases and

Attache Cases.

(All new goods and small lots to suit

purchase).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

(For Account of the Concerned),

on

THURSDAY,

June 5, 1919, commencing
at 2.30 p.m., at their Sales Rooms,
No. 8, Des Vaux Road, Corner of
Ice House Street.

A LARGE ASSORTMENT OF

TEAKWOOD AND BLACKWOOD
**FURNITURE, BRASS AND BRASS-
MOUNTED DOVELE AND TWIN**

BEDSTEADS, CURTAINS, CARPETS,

&c., &c.

Comprising:—

Chesterfield Sofas, Arm-chairs
(new), Folding Card and Occasional
Tables, One Upholstered Suite, Bedroom
Furniture, comprising Teakwood Twin
Bedsteads, large and small Wardrobes,
Dressing Tables, Washstands, &c.,
(famed Teakwood), Sideboards, Dinner
Waggon, Extension Dining Tables and
Chairs, &c., Dinner Services, Crockery,
and good Glass Ware, Cooking Stoves,
Cutlery, &c. Bath Room Utensils,
Electro-Plated Ware,

Electric Reading Lamps, Black-

wood and Teakwood, Screens, a

quantity of Blackwood Furniture,

Blackwood Fire Screen, Side Tables,

Chairs, Cabinets, Pictures & Oil

Paintings, Several Carpets new and

second-hand.

Also

Harmworth's Encyclopedia 10 Vols.

Collard & Collard Piano (good tone),

and Croquet Set, &c.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 28, 1919.

TAIYO & CO.

(JAPANESE)

BOOTS AND SHOES

MADE TO ORDER.

No. 24, Wyndham St.

TO LET.

TO LET.—No. 102 The Peak, 6
ROOMED HOUSE at the Peak.
Apply to **PERRY SMITH, SEW &**
FLEMING.

TO BE LET FURNISHED from
1st July, No. 7 Mountain View.
The Peak. Apply to **W. L. PATTER-**
SON, GILMAN & CO., LTD., 64, Des
Vaux Road, Central.

TO LET.—A FLAT in Nathan Road,
Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.,
Alexandra Buildings,
Hongkong, May 10, 1919.

TO LET.

TO LET.—NEW HOUSES in
Nathan Road, Kowloon,
No. 14
Second Floor & Ground Floor.
Light and airy, Electric Light &
Bell installation, excellent sanitary fit-
tings and arrangements including
Water Closets. Enamelled Baths
(European Style).

TERMS MODERATE.

Apply to—**LAI HIN MAN,**

Manager,

Tong Wa Building Agency,

No. 43A Queen's Road East, Hongkong,

or

No. 10 Nathan Road, Kowloon.

INTIMATIONS.

SINGING & DANCING LESSONS.

M. and MRS. N. G. DORROS are
prepared to give Singing and
Dancing Lessons to Ladies, Gentlemen
and Children. For terms apply c/o
CARLTON HOTEL.

NOTICE.

THE POLO GYMKHANA, which
was POSTPONED from SATUR-
DAY, May 24th, will be held (weather
permitting), on SATURDAY, May
31st, at 4 p.m.

S. E. GRIMSTONE,

Hon. Secretary.

Hongkong, May 26, 1919.

SIEMENS CHINA ELECTRICAL

ENGINEERING COMPANY,

(HONGKONG) LIMITED.

SIEMENS CHINA CO. BERLIN

FRANZ EMIL AUGUST EHRHARDT.

CREDITORS are required to send
in their claims against the above
to the undersigned Alexandra Build-
ings, Des Vaux Road, on or before
SATURDAY, the 31st May, 1919.

C. BERNARD BROWN,

Liquidator.

Hongkong, May 20, 1919.

G. R.

NOTICE.

ALL PERSONS with the exception
of those of Chinese race desiring to
leave the Colony should apply in
person between the hours of 9 a.m. to
1 p.m. and 2 p.m. to 4 p.m. daily at the
PASS OFFICE, Post Office Building.

Applicants will be required to produce
passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.

The Penalty for non compliance is a
fine not exceeding \$50.

EUROPEAN AGENCY.

WHOLESALE Indents promptly
executed at lowest cash prices
for all British and Continental goods,
including

Books and Stationery,
Boots, Shoes and Leather,
Chemicals and Druggists' Sundries,
China, Earthenware and Glassware,
Cycles, Motor Cars and Accessories,
Drapery, Millinery and Fancy Goods,
Fancy Goods and Perfumery,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic and Optical Goods,
Provisions and Oilmen's Stores,

&c., &c.

Commission 2½ to 5%.

Trade Discounts allowed.

Special quotations on Demand.

Sample Cases from £10 upwards.

Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS

(ESTABLISHED 1814).

25, Abchurch Lane, London, E.C.

Cable Address: "ASSURERS" LONDON.

COURTS-MARTIAL.

It is announced officially that
details of the deliberations of the
Committee on Military Courts-Martial
now sitting cannot be given, as in-
formation of a confidential nature
must necessarily be placed before it.
When a committee consisting prin-
cipally of officials and lawyers meets
the public can scarcely expect an
"open Court." Although we admit
that it is not always to the general
advantage to scatter information to
opinions broadcast, still the trend of
holding Committees of Inquiry into
matters affecting the well-being of
the State in camera is much to be de-
plored. Be that as it may, it cannot be
denied that there has been during
the war—and even prior to it—a
great outcry against the procedure
of Courts-Martial. This outcry has
emanated in a great degree from
lawyers, who have at once denounced
and ridiculed the procedure in force.
Now, all said and done, it must be
remembered that the essence of
English justice is that an accused
person is deemed innocent until found
guilty. This rule obtains in the
Courts-Martial. In most Continental
countries the presiding magistrate is
also to a great extent the prosecutor
of the individual arraigned before
him. Happily to the honour of
England this is not so even in the
much-abused Courts-Martial. In this
latter case the aim and object of the
President and the Court is not to con-
vict the prisoner, but to arrive at the
truth of the matter. In at least nine
cases out of ten this is accomplished.
It is often said, or was in pre-war
times, by men serving in the ranks
that in the event of finding themselves
"in trouble" they would much rather
be tried by Courts-Martial than before
a civil magistrate. In the former the
spirit of a "fair field and no favour"
was more pronounced than in the
latter. However, it would be obviously
in proper for us to say more on the
subject before the report of the Com-
mittee is made known. In England
Courts-Martial have inherited part of
the jurisdiction of the old *Curia*
Militaris or Court of the Chivalry.

The modern form of the Courts was
adopted by ordinance in the reign of
Charles I, when English soldiers were
studying the "articles and military
laws" of Gustavus Adolphus and the
Dutch military code of Arnhem; it
is first recognized by Statute in the
first Mutiny Act of 1689. The Mutiny
Act (with various extensions and
amendments)—and the Statutory
Articles of War continued to be the
sources of military law which Courts-
Martial administered until 1879, when
they were codified in the Army Dis-
cipline and Regulation Act, 1879,
which was in turn superseded by the

Army Act of 1881. This Act is re-
enacted annually. The Royal Marines,
while borne on the books of His
Majesty's ships, are subject to the
Naval Discipline Acts, and by an
Order in Council, 1882, when they
are embarked on board—ship for
service on shore, otherwise they are
under the Army Acts. The recom-
mendations of the Committee now
sitting will be awaited by the Services,
lawyers, and the public alike with some
eagerness.—*United Service Gazette.*

CORNISHMAN ABROAD.

MR. JENKIN, PENZANCE,
HONOURABLE.

Mr. Francis Charles Jenkin, a son
of Mr. A. C. Jenkin, of Penzance, has
been made a Commander of the
British Empire for raising and organ-
izing the Police Reserve at Hongkong.
The news of this honour was received
in the colony with great pleasure and
satisfaction, and it was made the
occasion of a special parade of the
Police Reserve, when Mr. Jenkin was
presented with an illuminated address
signed by all ranks in the force. In
this address the signatories said:—

We who have served under your
command have been in a position to
appreciate at their full value the
time and ability you have devoted to
this work. We recall the fact that
for a long time after the formation
of the Reserve, you carried it on
single-handed, subordinating every
other interest to its success. Within
a year you were rewarded by seeing
over 500 men of all classes and
various races enrolled. Tangible
evidence of the high esteem in which
you were held by all ranks was
furnished on the first anniversary
of the establishment of the corps by
the presentation to you of a
silver table centre and a sword of
honour in token of appreciation
of your skillful instruction and great
gift of combining the suavity in
mode with the fortiter in re. The
popularity which you won thus early
has increased with time.

Mr. Jenkin, born on April 22, 1883,
was educated at Plymouth and Ex-
mouth under an Army tutor and
passed into the Royal Military Academy,
Woolwich, as a gentleman cadet
in January, 1901. Later he became
captain of the 1st Territorial Battalion
Royal Fusiliers (City of London
Regt.), but resigned his command in
1908 on being called to the Bar. He
practised in London and on the
Western Circuit until he went to
Hongkong in July, 1912. Mr. Jenkin
is now on his way home for six
months' rest.—*Western Weekly News.*

THE HONGKONG SCHOOL OF MOTORING.

Applications are now being accepted.
The School has accommodation for 200 pupils.
Courses for Mechanics and driving.

Special facilities will be offered to persons desirous
of becoming Chauffeurs and not having the means
pay for their course.

Works and school, Shauiwan.
Office, 4 Queen's Road Central.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO
THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.
LETTERS OF CREDIT and **CIRCULAR NOTES ISSUED** and
CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing

Sailings and Fares from the Far East to all parts of the World, will

be forwarded free on application

Telegraphic Address "COUPON." **THOS. COOK & SON,**

Telephone No. 524. Hongkong Hotel Buildings, Hongkong.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

CHINA OFFICE: LUDGATE CIRCUS, LONDON, E.C.

HORLICK'S MALTED MILK

Pure full-cream milk, enriched with choice malted

SPARKLING MINERAL WATER.



AN EXACT REPRODUCTION OF A WELL-KNOWN
SPA AT HALF THE PRICE. BLENDS PERFECTLY
WITH SPIRITS, ESPECIALLY WHISKY.

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

Telephone No. 439.


LADIES' WHITE
FOOTWEAR.

KID, SUEDE

AND

CANVAS.

THE LATEST:

BOOTS & SHOES

FOR SUMMER WEAR.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, FRIDAY, MAY 30, 1919.

STAR FERRY BLUFF.

With their promise to reduce their fares before us, it may seem *prima facie* somewhat curmudgeonly to rail at the proprietors of the Star Ferries. At the time of writing we don't know what the reductions are going to be, and perhaps it wouldn't be quite fair to say that the remarks of the spokesman at yesterday's meeting do not encourage us to expect too much. The announcement has pleased us in our capacity as public servants, for the reason that it came so soon after the *China Mail's* description of the present charges as extortionate, an opinion subsequently endorsed or adopted by others. The attitude of the Star Ferry proprietors reminds us rather of the present German desire to enter the League of Nations. They have not yet quite purged themselves of inordinate ambition, but they recognize that soon the game will be up. Their foot is still upon our neck, but they see our Ally, time, approaching, and have thought it wise to ease the pressure, so that soon they can honestly claim to have shown us some consideration. The first five lines of the Chairman's speech will tell you why we talk like that, and why we regard the proprietors as unconscionably greedy. It is their own fault if they are misjudged. The result of the year under review has proved somewhat of a disappointment," said their spokesman. With disappointing returns, how comes it that they can contemplate charging us less for carrying us between Victoria and Kowloon, across "that dark and stormy water?" What disappointed them? This, "Although the gross earnings from traffic receipts show an increase of \$23,285.87 over the figures for last year, our actual profit on working account is only increased by \$4,345.19. This poor result is solely accounted for by the increased price of coal." Did you ever hear the grumbling gourmand say that his appetite was poor, that he had been able to eat hardly anything at breakfast, but only toyed with a plate of waffles, a trifling fish, a paltry pair of eggs, with ham, and a morsel ofillet steak? The poor fellow had to leave most of the toast. Well, the Star Ferry proprietors seem to have missed the toast, so we are giving it to them now. Let us have another look at that wall of disappointment over a poor result. Let us put it in another way, without altering any

fact or figure, and see if it could not have been made to sound differently. Gentlemen—The result of the year's monopoly has proved most gratifying. In spite of the fact that we had to pay \$19,550.28 more for our coal, our gross earnings were \$23,285.87 more, and our actual profit was actually \$4,345.19 more than it was last year. This, for a public utility concern, at the closing period of four years of war, is a positively amazing result, and you might fairly congratulate the management, were it not for the fact that the chief credit is due to those who made it possible for us to charge more for such a short trip than is charged anywhere else in the world.

That is how it could have been stated, without any great strain or stress against truth. The logical perversion to the way it was stated would have been an announcement that the fares must be increased. Then what was the idea? What's the game? Is it possible that they had some notion that by this sort of camouflage they could persuade the public that it was going to get ninepence for fourpence, due to the native benevolence of a group of gentlemen doing defiance to their disappointment at poor results? Or was it the logic of the Irishman who stole the pig, and excused himself on the ground that it was only a little one? Even if the reduction in fares turns out to be a real one, a satisfactory one, we can assure the proprietors of the Star Ferry that the public will not rush to subscribe for a statue to them. We shall regard it as we regard the philanthropic "restitutions of the American millionaire, as we regard the Carnegie library buildings, as we regard the kindness and sympathy of the chauffeur who brushes our clothes after knocking us down.

Look at some more figures in these disappointing returns.

NET PROFIT.	
1918	\$95,465.72
1917	\$68,789.84
Increase	\$26,675.88

This, it was admitted, looks like a "great improvement." But such was not the case. Last year these disappointed sharks "had to debit profit and loss and loss account with \$24,282.50 for depreciation in the value of shares held in public companies. This year no such provision has to be made." As we have confessed on a former occasion, we are not good at figures, but we believe we can see the effect of that argument. If the shares (which they still hold) had depreciated (on paper) as much as they did last year, the profit on working would not have looked \$26,675.88 bigger. Because they didn't, it is "not the case." Let us put it so that even a brainless poker player can grasp it. Last year he

gave a poker party, providing the cards and chips. The year before he did ditto. In 1917 his winnings were \$68. This year he won \$95. Ought he to stand a drink because his winnings have increased by \$27? Certainly not. This is "not the case." You forget that he provided cards and chips. Last year the chips and cards looked the worse for wear, so he wrote off \$24. If he hadn't, his winnings in 1917 would have been \$92, so that this year's winnings would not have been (\$looked) bigger by \$27, but only by \$3—which would be "somewhat disappointing." This year, he is pleased to say, he has written nothing off the cards and chips, because they look just as good as they did last year, and he still has them. If this isn't a deadly parallel, we don't know one when we see it. *Ac plaudite.* You will notice that we adhered to the actual figures, ignoring the lesser integers, which accounts for our absurd valuation of cards and chips. To hang on a little longer to our useful parallel, the winner has actually promised to stand us a drink. Our tongues protrude. Will it be the joyous bubbly of a really reasonable fare, or the cheapest drink they can decently order? We must wait and see. But meanwhile, our tongues protrude.

P. S. Since the foregoing was put in type, a *China Mail* reporter has obtained the particulars of the revised fares, which are to be officially announced to-morrow, to come into force on June 1. Here they are.

THE NEW STAR FERRY
FARES.

The first class fare for the single journey, hitherto 15 cents, is to be 10 cents.

The "punch" tickets are to be discontinued.

The monthly ticket (for one individual) will cost \$7 instead of \$8.

The family ticket (three) will cost \$10 instead of \$11.

IS IT BUBBLY JOY?

There are two ways of looking at this concession. Regarding the drop of five cents in the charge for the single journey, it must be conceded that measured on a percentage basis it looks large. It is large. A reduction of 33-and-one-third per cent as a sequel to "disappointing" and "poor" returns "from the former rates is a remarkable business phenomenon, and suggests that there must have been a tremendous drop in the price of coal to the Company. Regarding the concessions to ticket holders, on the other hand, we presume that their gratitude will not be conspicuously effusive.

So unreasonable are we that by-and-by, when the shares held by the Company have risen in value, we may even go the length of suggesting that ten cents (about fourpence farthing) is still a pretty high charge for a penny ride. By way of recognizing that no men are "out here for their health," as the saying is, we will meet them half way and suggest that a five cent fare will content us. But for that we shall expect cushions on those hard, hard seats.

OUR RECENT BOAST.

Life is amusing if you make it so. In the course of a recent article we introduced the insolent claim that we knew English better than any man in the Colony, and are now rejoicing in the discovery that this has attracted more attention and been more solemnly discussed, than anything else we have ever said here. One man went to the trouble of ticking off on his fingers the names of men he believed to have superior qualifications in that particular. Several men, to their friends, have seriously disputed the claim, which, if seriously made, would have been a contemptible exhibition of vanity and conceit. As a matter of fact, a fairly conspicuous grammatical error placed near the boast seems to have been overlooked. At least, no one has mentioned it. Quite seriously this time, may we say that the *China Mail* is not conducted in order to glorify individuals, nor for propagandist purposes, but only to be readable. A paper which is readable gets read, and our various little feelers and experiments have now convinced us that we are being read. A paper which is read is a good medium for the ventilation and sifting of opinion, and (verba, sat.) a valuable opportunity for the advertiser.

DEATH OF A HONGKONG
BENEFACTOR.

Hajee Mohamed Hassam Chinoi, (59 years) proprietor of the firm of M. H. E. Elias, 33 Wyndham Street, died yesterday. The deceased was a great philanthropist. He gave a sum of about \$21,000 for rebuilding the Mosque in Hongkong. He had been sick for a long time and been here in Hongkong for change of climate on medical advice.

Funeral ceremonies took place at Mohammedan Cemetery at 5.30 p.m. yesterday before a large congregation of his friends.

LOCAL AND GENERAL.

To-day's dollar is worth 3s. 6 7/16d.

To-day's return of communicable disease shows one case of small-pox.

The Austrian Peace Terms are coming through, but these cables are not yet "released."

The Japanese *Kaion Maru*, with a cargo of 4,300,000 feet of lumber for China, left Portland, Oregon, on May 6.

The *Hivison Maru*, 5,600 tons, which left Kobe in ballast for Dairen, is reported to have gone aground on the Korean Coast during a heavy fog.

The total output of the Kailash Mining Administration's mines for the week ending May 17 amounted to 74,052 tons and the sales during the period, to 58,695 tons.

Capt. Christopher R. Payne, R. N. (Commodore, 2nd Class) has been awarded the C.B.E. (Military Division) for valuable services as Senior Naval Officer at Vladivostok during 1918.

The *Kaga Maru* arrived from Shanghai yesterday with a number of passengers and a quantity of general merchandise. She left today for London via usual ports of call.

A General meeting of shareholders of the Nippon Yusen Kaisha was to be held on May 28, when a dividend of 50 per cent. was to be declared. The net profits of the Company for the last half-year exceed 31 million yen.

Having paid 436,000,000 marks (nominally \$21,800,000) for the maintenance of the troops of occupation in the Rhineland from December to March, inclusive, Germany "appeals for a reduction of the cost, in the Entente's own interest."

The *Bangkok Times* announces the engagement of Mr. N. L. Armitage, of the Hongkong and Shanghai Bank, Bangkok, to Miss Winifred Watson, of the Bangkok Nursing Home. Mr. Armitage is going on leave shortly, being relieved by Mr. A. W. W. Walkinshaw.

For the quarter ended in December 1918, the total number and tonnage of vessels which entered and cleared at Newchang was 151 vessels of 118,634 tons, which compared with the same quarter in 1917, shows an increase of 18 vessels but a decrease of 4,853 tons.

The Teikoku Steamship Company has chartered to a French merchant its s.s. *Yvet Maru*, 5,000 tons, now under construction at the Ishikawajima Dockyard, at 40 shillings per ton for a single voyage from Japan to Marseilles with delivery at the end of May.

The Japanese commercial delegates at present in England in connection with the proposed new Japanese-European steamship line, intend to visit Copenhagen for the purpose of considering the possibility of making that port the terminus of the route and a centre for Japan's Baltic trade.

Dr. T. J. Macnamara, Parliamentary Secretary to the Admiralty, stated that at the Armistice 154 German steamers, totalling 29,754 tons and 649 Cargo ships totalling 2,251,329 tons, were interned abroad. Besides these, 290 German vessels totalling 551,231 tons, had been captured by the Allies. These figures included ships operated by the Allies.

Six buglers of the 1st Bucks Territorials have a unique war record. They collectively sounded the "Alarm" in Wycombe when war was declared in 1914, and this week they sounded the "Last Post" at a Memorial Service in that town commemorating the fallen heroes of the battalion. All six have been on active service, five of them overseas.

There was quite a crowd gathered in Gresson Street, Wanchai, this morning, when an Indian constable, two Privates of the Indian Mule Corps, and a host of coolies were engaged in removing a bullock belonging to the Sanitary Board which had suddenly collapsed while working within the shafts of a dust cart. Ropes and stout bamboo poles had to be used to lift the heavy animal from the road on to a couple of hand carts.

Capt. J. W. Murray, of H.M.S. *Suffolk*, which left Hongkong for home recently, has been awarded the D.S.O. for having displayed great resource in bringing the *Suffolk's* 12-pounder guns rapidly into action between August 14th and 28th, 1918, and for having shown an excellent example of coolness and bravery under fire during battles in the Usuri District. Capt. John Bath, R.M.L.I., and Gnr. John Moffatt, also of the *Suffolk*, have been awarded the D.S.O. for coolness and resource under fire at Usuri and for precision in directing the fire of two of the *Suffolk's* 12-pounders during the same period.

LOCAL AND GENERAL.

This clever sentence from a book written by Miss Macnaughten strikes a chord familiar to the dweller in these parts of the world. She speaks of a Tartar Prince "who cleared his throat from the bottom of his soul and spat luxuriously all the time."

An agreement has been concluded between the Cunard Steam Ship Company, Ltd., and the holders of £150,000 Ordinary shares in Messrs. T. & J. Brocklebank Line, by which the shares in question will be transferred to the Cunard Steam Ship Company, Ltd. in exchange for 150,000 Ordinary shares of £1 each in the company.

Lieut. G. F. Pykett, eldest son of the Rev. G. F. Pykett, Penang, was invested with the Military Cross at Buckingham Palace in April. Lieut. Pykett was in the Royal Warwickshire Regiment, later as Intelligence and Observation Officer (Headquarters Staff). He was on active service for two and a half years, being in both France and Italy. Lieut. Pykett has been demobilized, and has resumed his studies for the C. A. examination.

At Holy Trinity Church, Sloane street, a memorial service for the late Mr. William Gair Rathbone was held recently. In addition to the members of the family, there were also present Sir Charles Addis, Viscount Goschen, Sir Harry Wilson, Sir Montagu Turner, Sir Thomas and Lady Sutherland, Sir Valentine Chirrol, and many others. Mr. Rathbone was a member of the London Committee of the Hongkong and Shanghai Bank and a director of the P. and O. Co.

Not for something like half a century have silver mineowners had such a chance as now. All through the war, owing to the withdrawal of gold from circulation and the increased use of silver all over the world, silver has been mounting up in price, and recently the Treasury realised the price to 49 5 16d per ounce. Before the war it stood at about 23d per ounce, and the tendency was always downwards. Now there is chance of its reaching the price, 66d an ounce, at which the silver in a shilling will actually be worth the twentieth part of a gold sovereign.

Commander Kenneth Mackenzie-Grieve, the navigator who is accompanying Mr. Hawker in his attempted flight of the Atlantic, and is also missing, is the youngest son of Captain Mackenzie-Grieve, R.N., and his elder brother, Captain Alan Mackenzie Grieve, is captain of H. M. S. *Ciculus*. Commander Mackenzie-Grieve entered the Navy at the age of 13, and has spent most of his time on foreign stations—Australia, China, and the Mediterranean. He served during the war in an armed trawler on the east coast and latterly as commander of H. M. S. *Campania*, a seaplane ship, for navigating duties.

As a neighbourly act, the director of agriculture at Manila has sent to the director of agriculture at Kuala Lumpur, for experimental planting, two litre samples each of six improved varieties of rice seed, (lowland and upland) which give greater production per hectare and mature in a shorter time, making three crops possible per annum. These improved strains have been developed by the agricultural experts of the Philippine government by seed selection and cross pollination, and may be found adaptable to local soil and climatic conditions, which are similar in the Philippine Islands.

The Norwegian Steamship Owners' Union has sent a recommendation to the Commerce Department that the export prohibition against sale of ships from Norway to foreign countries be cancelled, or that at least dispensations be given for all ships over twenty years old, for all ships bought during the war, irrespective of age, and for all wooden and concrete ships. It is emphasized that the prices for these ships are still so good that it will be an advantage to the country to sell them. Furthermore, it is believed that most of the ships bought during the war are uneconomical and in poor shape.

In Philadelphia, a movement is on foot to re-establish steamship communication between Philadelphia and Calcutta, Ceylon and Colombo, formerly furnished by the America and India Line. Firms interested in the Calcutta business held a meeting recently at the Board of Trade, Philadelphia, to discuss the prospect with agents of steamship lines. It was claimed that there was enough business to justify the continuation of efforts to secure direct delivery to these Indian ports. An effort will be made to get shippers to combine and pledge a certain amount of tonnage for shipment to India in order to secure the ships.

GROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home. For sale by All Chemists and Storekeepers.

COURT MARTIAL.

MILITARY STABBING AFFAIR.

At the R.C.A. Theatre this morning, a Court Martial was held to enquire into the barracks room stabbing case in which Private John Stevens of the 1st Garrison Battalion of the Manchester Regiment was alleged to have stabbed Private Kelly of the same regiment with a service bayonet on the night of Saturday May 17 last.

The Court was composed as follows:—Lieut.-Col. W. H. Passby, R.G.A. (President) and Major Greenaway and Lieut. C. M. Mountford both of the 22nd Punjab. Capt. S. L. Cohen of the Manchester Regiment conducted the prosecution while Lieut. Barrang of the same regiment watched the proceedings in the interest of the accused.

Major Greenaway: Do you object to being tried by Lieut.-Col. Passby or any other officers of the court?

Accused: No, sir.

Major Greenaway: You are No. 46061, Private John Stevens of the 1st Garrison Battalion Manchester Regiment?—Yes, sir.

Major Greenaway: You are charged with a civil offence that of voluntarily causing hurt at Wellington Barracks on the night of May 17 wounding Pte. Kelly of the same regiment with a service bayonet. How say you, are you guilty?

Not guilty, sir.

Capt. Cohen: I do not propose to make a long address, the case is a very simple one and I would like to put a few points before the Court: (1) The accused had said to one of the witnesses "I am going to do the deed." (2) He stabbed his comrade while the latter was lying in his cot, (3) he gave himself up at the guard-room, and (4) he was sober.

With these remarks, Capt. Cohen opened the prosecution and the first witness called was No. 79887, Pte G. Kelly of the Manchester Regiment who being sworn stated that on the 16th inst he was in Wellington Barracks between 8 and 9 p.m. when he was warned by Sergt Morse to put Pte Whitburrow in the Guard room, which he did. On his return to the Canteen Pte Stevens started arguing with him and said that he (Kelly) put Pte Whitburrow in the Guardroom of his own accord. On the following day, said witness, May 17, he was again in the Canteen between 8 and 9 p.m. when Stevens came in and started arguing again. Witness lost his temper and challenged Stevens to fight but he refused saying witness was too good for him. Witness left the Canteen at 9 p.m. and went to his room and to bed. He laid down fully dressed with the exception of his cap and tunic and fell asleep. The next thing he knew was that Stevens was standing over him with a bayonet in his hand. Before witness could do anything, he was stabbed once on the left breast and as he tried to roll off the bed, Stevens stabbed him a second time in the left thigh. Stevens then threw his bayonet on the floor and left the room. Lance Corporal Hagan came up to the room about 5 minutes afterwards to see what was the matter and told witness that Stevens had told him what he had done. Hagan then went to report the matter to C.S.M. Skinner who came in presently accompanied by some other sergeants. Witness went on to say that he was taken down to the orderly room on a table and after he had been given some brandy, he was removed to the Military Hospital in a stretcher.

Lieut. Barrang: What time did you first see the accused in the canteen on May 17?

At 6 p.m., Sir.

Lieut. Barrang: Did the accused stay there all the time?—Until you left?

Yes, Sir.

The President: Was there any one else in your room when you went in to sleep?

Yes, Sir, Pte Ballard was there.

Was the room lighted?

Yes, Sir, with an oil lamp.

Did anyone remove the bayonet after it was thrown on the floor?

No, Sir.

What was the accused's condition?—Fartly drunk.

Capt. S. A. Burn, R.A.M.C. said he was on duty on May 17 at the Military Hospital when Pte Kelly was admitted. He was suffering from too small wounds, one was 2 of an inch long and the other 2 of an inch. The first wound was above and on the outer side of the left nipple. The other wound was on the outer side of the left buttock. No internal organs appeared to have been injured. Witness put one stitch into each of the wounds the next morning.

Capt. Cohen: Could the wounds have been caused by the stab of a bayonet?

In my opinion, yes.

Lieut. Barrang: Are the wounds such as might be inflicted by a man in his right senses, deliberately trying to seriously injure another?

Well, the upper wound was quite close to the heart, but not very deep.

What was Kelly's condition when you saw him?

He was very nervous and appeared to be frightened.

Did he show signs of suffering from the effects of alcohol?

I can't say.

The next witness, L.-Cpl. Hagan, stated: On May 17 at about 9.15

WOMEN NAVAL
ARCHITECTS.

A new profession has been thrown open to women, that of naval architects.

This was the decision, accepted with applause, of the Institution of Naval Architects at their resumed conference at the Society of Arts. Recently a referendum of members resulted in a vote of 491 for the admission of women and 220 against, a majority of 271 in favour of the proposal.

Sir William Smith formally moved that women should be admitted to membership on the same terms as men.

Sir Alfred Warrar, seconding, said that to have a young woman to help in the drawing of ships would make the occupation of naval architect a delightful instead of a dry one. He knew of one naval architect whose sister used sometimes to make the lines of his ships. It had always struck him that a woman was eminently adapted to settle the graceful lines of a ship above water. Twenty-five years ago he suggested that a woman should be admitted as a member, and the proposal was met with such a volley of abuse that he felt quite happy to get out of the place with his life. (Laughter.)

Sir Alfred mentioned the case of women joiners who were employed on a destroyer. They made a magnificent job of it, and the boat was accepted by the Admiralty without demur. A recent boat attained a speed of 38.6 knots.

"That," said Sir Alfred, "is the best speed obtained. The lines of that ship were determined partly by a young woman named Keary. That is a very fine recommendation in favour of admitting women."

JOCKEY'S WAR MULES.

Milburn, the demobilized North Country Jockey, travelled from Scotland to Redhill in order that he might purchase, at a sale of surplus Army horses, two grey mules which he had driven for three years in France.

The first of the pair was knocked down to Milburn for £21, but he lost the second. This was too much for the jockey, who promptly had a deal with the buyer, with the result that he eventually became the purchaser of the pair. The two grey mules are to be taken to Malton, Yorkshire, where they will scamper about at leisure.

"They have done their bit," declared Milburn to the *Daily Chronicle* correspondent, "and I should not like to have thought that they were in the hands of someone who would not take care of them."

A bay mare, which had been wounded three times, and had had a bullet extracted from her nose, was retired to a peaceful life. In the retreat from Mons she carried Major C. J. Comins, R.F.A., and throughout the campaign the mare was his trusted friend.

The major, who was wounded four times, and is now lying in hospital, was prepared to purchase the mare at any price. A message was dispatched informing him that she had been knocked down to him for £19 19s. This animal is to live a life of leisure on the Kent pastures.

Many other officers and men bought the steeds which had carried them through many engagements.

Pte. Stevens came to me at 10 No. 5 Barrack Room and asked me to place him in the guard room. I asked why and he said "I have stabbed my comrade." I asked who and he said "Pte. Kelly. I stabbed him twice with my bayonet."

Before placing him in the guard room I thought I had better see if his statement was correct, so I proceeded to No. 7 room and I saw Kelly lying on his bed groaning. He was alone in the room, I asked what was the matter and he said he had been stabbed with a bayonet. "Will you send for medical assistance?"

In reply to my question he said Pte. Stevens stabbed him. So I informed Sgt. Harvey and he came to see Kelly. The next thing I did was to see Kelly removed to the Hospital.

Capt. Cohen: Will you say what was accused's condition?—He had had a few drinks but I can't say he was drunk.

Lieut. Barrang: Did you see accused between 4 and 6 p.m.?—Yes, sir, about 5 o'clock, he was lying on his bed in No. 5 room. He seemed to have had some drinks then. He was shouting something about dead Turks flying around.

Lieut. Barrang: When you went to Room No. 5 did you see the bayonet?—No, sir, I believe—eh—

President: Never mind what you believe, we don't want to know what you believe, you know. Did you look for the bayonet?—No, sir.

You simply walked into the room to see what had happened?—Yes, sir, and I did not bother about the bayonet when I saw the state Kelly was in.

Major Greenaway: What was the reason for your trying to find out the truth of accused's statement?—Well, seeing that he had previously talked about dead Turks, I could not believe him.

The case proceeded.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.MARSEILLES & LONDON,
VIA STRAITS, COLOMBO AND PORT SAID.

H.M.T.	Leave Hongkong about	Due Marseilles about	Due London about
NOVARA	7th August	9th Sept.	18th Sept.

BOMBAY VIA STRAITS AND COLOMBO.

H.M.T.	Leave Hongkong about	Due Bombay about

CALCUTTA VIA STRAITS AND RANGOON.

H.M.T.	Leave Hongkong about	Due Calcutta about
ARARFOON APCAR	Early June	Due Calcutta June.

SHANGHAI AND KOBE.

H.M.T.	Leave Hongkong about	Due Shanghai about

Wireless on all steamers.

For PASSAGE RATES, HAND-BOARDS FREIGHTS, &c. apply to—

MACKINNON, MACKENZIE & CO., Agents.

DODWELL & CO., LIMITED,

AGENTS.

FOR VANCOUVER AND SEATTLE.

Space and Particulars apply to DODWELL & CO., LTD., Agents.

S.S. "EGREMONT CASTLE"

Will be despatched for NEW YORK via Suez

on or about 26th June.

For freight and further particulars apply to

DODWELL & CO., LIMITED,

AGENTS.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipments at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES

Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore,

Batavia, Samarang and Sourabaya.

For JAPAN PORTS.

BANRI MARU on 12th June.

BORNEO MARU on 15th July.

BOKUTO MARU on 27th July.

For JAPAN PORTS.

BORNEO MARU on 11th June.

BOKUTO MARU on 21st June.

BANRI MARU on 4th July.

BORNEO MARU on 25th July.

BOKUTO MARU on 28th Aug.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

AMUR MARU Sunday, 1st June.

ANDER MARU Tuesday, 10th June.

GENOA & BOMBAY—Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

KASADO MARU Thursday, 15th June.

SUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,

DURBAN & CAPE TOWN via SINGAPORE.

HAWAII MARU Sunday, 15th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

KASADO MARU Thursday, 15th June.

SAIGON, BANGKOK, SINGAPORE—Regular monthly service.

UNAN MARU Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUSTRALIA, N.Z. and ADELAIDE.

NANKING MARU Sunday, 1st June.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Regular fortnightly service touching at intermediate ports in Japan and

transshipment at SINGAPORE to U.S. in connection with Chicago,

Milwaukee and St. Paul Railway.

CANADA MARU Saturday, 7th June.

HAIPHONG—Three times a month service.

DAITOKU MARU Monday, 2nd June.

JAPAN PORTS—MOJI, KOBE, YOKKAICHI & YOKOHAMA.

KAMELUNG, TAKAO VIA SWATOW, AMOY.

These steamers have excellent accommodation for 1st and 2nd class Saloon

Passengers and will arrive and depart from the O.S.K. WHARF,

near the Harbour Office.

For TAKAO via SWATOW and AMOY.

SOSU MARU Thursday, 5th June, at 9 a.m.

KAIUO MARU Sunday, 1st June, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager,

No. 1, Queen's Building.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR SHANGHAI & TSINGTAO.

MANILA, CEBU & ILOILO.

SWATOW & BANGKOK.

SHANGHAI.

PAHOI & HAIPHONG.

HOIHOW & BANGKOK.

SHANGHAI & TSINGTAO.

SHANGHAI.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent

State-rooms. Regular schedule service between Canton, Hongkong, Shanghai

(twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are loaded in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR SHANGHAI.

SHANGHAI LINE—WINGSANG SUNDAY, June 1, Daylight.

TIENSHIN via WEIHOW, CHIPSANG TUESDAY, June 4, Daylight.

STRAITS & CALCUTTA TUESDAY, June 4, at 3 p.m.

SHANGHAI via SWATOW KWONGSANG WEDNESDAY, June 5, Daylight.

MANILA CHOYANG FRIDAY, June 7, Daylight.

SINGAPORE YUENSANG FRIDAY, June 7, at 3 p.m.

KOREA CHUNSHANG SATURDAY, June 8, at 3 p.m.

CALCUTTA LINE—This line is now being reorganized and will shortly afford frequent

regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan,

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light

and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,

steamers on this line have a limited amount of passenger accommodation, and through tickets

can be obtained for Northern and Yangtze Ports via Shanghai. Through Billings are

issued to all Northern and Yangtze Ports.

MARILA LINE—A weekly service is maintained with Maila by vessels with good passenger

accommodation, sailings from both ports every Friday.

RAIFONG LINE—Sailings approximately weekly for passengers and cargo, calling at

Borneo when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having

apartments accommodation for passengers.

Cargo taken on through Bills of Lading for Khat, Jemelon, Labuan, Tawau and

Labuan ports.

TIENSHIN LINE—A regular service is run from March to October between Hongkong and

Tientsin, calling at Weihaiwei and Coochow.

Under British Government Passenger Regulations, All European Passengers, leaving the Colony

Photographs and descriptive affidavits.

For Freight or Passage, apply to—

THE GENERAL MANAGERS,

JARDINE, MATHESON & Co., Ltd.,

Tel. No. 215.

Fifth Floor, Hotel Mansions.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following U.S. Shipping Board Steamers

will be despatched for—

SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" About August 1st.

"WEST HEMATITE" About August 10th.

For PORTLAND Direct.

"WEST MUNHAM" About June 25th.

"WEST CELINA" About August 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

JOHN I. GORMAN, GENERAL AGENT.

Telephones 2477 & 2478.

Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

PERSIA MARU 8,000 18th June.

KOREA MARU 30,000 28th June.

NIPPON MARU 11,000 7th July.

TENYO MARU 22,000 21st July.

SIBERIA MARU 20,000 30th July.

SHINYO MARU 22,000 13th August.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, BALBOA,

CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong:

KIYO MARU 17,300 July 12th.

ANYO MARU 19,500 Sept. 10th.

SEIYO MARU Nov. 4th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc. apply to—

T. DAIGO, MANAGER,

KING'S BUILDING.

Telephone Nos. 2374 and 2375.

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN

Monthly Service between

KETH, INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have

accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the

United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,

CENTRAL MANAGER,

York Buildings.

Telephone No. 1074.

SHIPPING

CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

via NAGASAKI (or Moji) KORE and YOKOHAMA.

STRAITS.

From Hongkong.

Arrive Vancouver.

Empress of Asia... 12th June. 30th June.

Empress of Japan... 25th June. 16th July.

Empress of Russia... 10th July. 28th July.

Monteagle... 22nd July. 16th Aug.

Empress of Asia... 7th Aug. 25th Aug.

Empress of Russia... 20th Aug. 10th Sept.

Monteagle... 4th Sept. 22nd Sept.

Empress of Asia... 27th Sept. 22nd Oct.

Empress of Japan... 2nd Oct. 20th Oct.

Empress of Russia... 15th Oct. 5th Nov.

"FARMS HONGKONG TO EUROPE."

"EMPRESS OF RUSSIA" Gold \$491.00

"EMPRESS OF ASIA" Gold \$498.00

"EMPRESS OF JAPAN" Gold \$498.00

Payable in Local currency at demand rate on New York.

For particulars regarding passage rates, rates

of freight and reservation of accommodation, also

illustrations of ships and descriptive literature,

apply to—

P. D. SUTHERLAND,

General Agent, Passenger Department.

Phone 705.

HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST FORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

CLIMATE.

*HAIHONG Capt. J. W. EVANS FRIDAY, 30th May at 1 p.m.

QUINNEBAUG Capt. Medina TUESDAY, 3rd June at 10 a.m.

HAITAN Capt. A. R. Stewart FRIDAY, 6th June at 1 p.m.

*Amoy Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (16,000 tons, American Registry).

"CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" August 19th, 1919.

"CHINA" July 2nd, 1919.

AN UNBESPOKE HIGH CLASS

PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Tel. 1834.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

FROM HONGKONG: PROPOSED SAILING.

Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE

TOWN, calling at MAURITIUS en route and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.,

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

From STEAMER SAILS.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

JAVA-PACIFIC-LIJN.

For SAN FRANCISCO Direct.

S.S. "SOERAKARTA"

Will be despatched as above on

MAY 30th, 1919.

For freight apply to

JAVA-CHINA-JAPAN-LIJN,

AGENTS.

RELEASING SHIPS.

METHODS OF MINISTRY.

The London correspondent of the

Journal of Commerce writes—

WEATHER REPORT

DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale By all Chemists and Storekeepers.

There is a romance attaching to the history of Poethlyn, winner of the Grand National. The horse, a year-old gelding, was bred by Mr. Peel, the husband of the late owner, but was such an "egg duckling" as a foal that he was sent to Wrexham Market and disposed of for seven guineas. Subsequently he passed into the possession of a Shrewsbury publican, Gossnell, who then trained Peel's horses, advised

a meeting in Leeds on April 16, Yorkshire Cricket Club made grants of £50 each to B. B. Wilson and to the widow of the late Alonzo Drake. The scale of remuneration to cricket officials for the ensuing season was fixed as follows:—Remuneration for 'two days' matches, five guineas; for 'one day' matches, three guineas; away from Yorkshire (£1 extra travelling expenses). £1 for each day's work, £1 extra for every win.

tion. Gross tonnage is used for purpose of harbour and dock dues, and pilotage fees. Tonnage is arrived at by deducting from the gross tonnage the tonnage of officers and crew, navigational propelling power, &c. It is a resultant figure with which officers are concerned when trying to charter a vessel of large cubic capacity.

One of the chief aims of the cargo shipowner, when, ordering a new vessel is to secure one which is favourably designed, both as regards deadweight carrying capacity, and stowage capacity. Usually one of these desirable features has to be sacrificed to some extent for the sake of the other, and the result is a compromise.—*The Times*.

GOOD RULE FOR THE HOME
MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and is safe without it. Sold by all Chemists and Store-

13	4	2	1.1	13	7	23	2.9
14	2	86	5.5	14	3	23	1.9
15	4	81	4.7	15	3	19	1.1

"FLAMES OF VENGEANCE."

TO-NIGHT

ENTERTAINMENTS.

per.

Page 1

Printed and Published for THE CONCERNED by GEORGE WILLIAM
CADE, BURNETT, Editor, No. 5, Wyndham Street, Hongkong.